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INFORMATION REPORT

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SUBJECT Improvement of Railroad Lines
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the

following construction projects are scheduled:

- a. Wuhlheide Marshaling Yard. It is on the Berlin Outer Freight Ring between the lines to Erkner and to Strausberg and is 6 km long. Three tracks in the receiving yard; about 12 cross-over tracks; 3 to 5 outgoing lines; a temporary locomotive servicing installation consisting of a coal dump, a swing crane, a cinder pit and a water tower. (1) The amount of 15 million eastmarks required for construction work to be done in 1952 had not yet been approved. (1)
- b. Guben Railroad Station. A locomotive maintenance shop. This project is connected with the Foundry Combine East. (2)
- c. Ziltendorf-Mixdorf-Grunow Railroad Line. This project has been postponed until 1953. (3)
- d. Connecting Curve near Eberswalde in the Greifswald Railroad District. Work on this project is behind schedule. No excavator was available by 15 November. (4) A second connecting curve is scheduled for construction

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near Angermuende so that traffic from Bad Freienwalde to Templin via Oderberg, Chorin and Britz will not have to pass through the Angermuende railroad station. (5)

- e. Rail Link near Neustrelitz. This link, which connects the Berlin-Neustrelitz and Wittenberge-Neustrelitz railroad lines will make Rechlin airfield accessible without time-consuming shunting operations at Neustrelitz railroad station.
 - f. Single Track Reconstruction of the Lietzow-Binz Railroad Line. This project is motivated by the fact that the former Kraft durch Freude (Strength through Joy) health resort located between the two places mentioned is to be occupied by sea police. (6)
 - g. Single Track Reconstruction of the Prenzlau-Templin Railroad Line. The former course of the line is to be improved. (7)
 - h. Connecting Curve near Wustermark. Work on this project has already begun and is scheduled for completion in 1951. (8)
2. Herr Gruber, president of the Cottbus regional railroad headquarters, at a conference held on 6 October 1951 with representatives of the Cottbus regional railroad headquarters and the Government of Land Brandenburg, stated that the construction of a railroad maintenance shop in Guben was planned for 1952. The cost for this project was estimated at 17 million eastmarks, and the new installation would have a workforce of 1,000 men. (2)

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- a. In mid-October 1951, the Bauunion East contracted to construct the Wuhlheide marshaling yard. The construction firm had started work on the preparation of the various construction sites. At this date, only leveling work between the Biesdorf and Wuhlheide railroad stations had been done. (1)
- b. The Ziltendorf freight station, which serves the Foundry Combine East, is scheduled to be connected by several tracks to the Guben-Frankfurt/Oder trunk line. The freight station is to be equipped with 27 tracks and 8 arrival and departure tracks each. Previously only 6 main tracks and 2 or 3 arrival, and departure tracks were available at the station. The completion date of this project is November/December 1952. (9)
- c. It continued to be difficult to procure the rails for the second track of the Frankfurt/Oder-Guben railroad line. Of 21 km of rails required for the Frankfurt/Oder-Neuzelle line section in

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- 3 -

the Berlin railroad district, only 3 km could be obtained by 9 November. For this reason, source believes that the fixed completion date of 30 November 1951 would not be met. (10)

- 25X1 d. [redacted] work on the construction of a second track on the Rathenow-Loewenberg railroad line, which is about 80 km long, was to be started before the end of 1952. This project would require the widening of the railroad embankment and the corresponding improvement of bridges and railroad stations on this line. (11)
4. The connecting curve near Eberswalde cannot be completed before early 1952 because the excavator required is not available. (4)
5. On 7 November 1951, [redacted] the Seddin construction project would not be completed according to schedule this year. Because of a lack of ties and small iron fittings, the opening of the southern group of tracks required for use of commuter traffic had to be postponed until the spring of 1952. The situation at Wustermark marshaling yard was said to be similar. (12)
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6. On 19 October 1951, [redacted] large stocks of ties had been stored at Zernsdorf ties depot by order of the Directorate General, Railroads, Berlin. A total of 80,000 beech-wood and 40,000 pine-wood ties are stored there. Source was told that only new ties were henceforth to be used. (13)
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7. In late September 1951, the Ministry of Traffic approved the dismantling of the Bergwitz-Kemberg railroad line in the Halle railroad district. The dismantled rails are to be installed on more important lines. (14)
8. The first rails manufactured by the ^{Maxhütte} ~~Max~~ Foundry in Unterwellenborn have been installed on the second track near Wiesenburg. The rails previously delivered by this firm were defective and showed cracks after being in use only for a short time. (15)
9. [redacted] the Berlin regional railroad headquarters that the completion of the second track of the Frankfurt/Oder-Guben railroad line was postponed to 20 December 1951. (10)
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[redacted] Comments.

- (1) [redacted]
- (2) The establishment of an additional railroad maintenance shop for locomotives in Guben appears credible in connection with the

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- 4 -

- 25X1 traffic requirements of the Foundry Combine East near Fuerstenberg/Oder.
- 25X1 (3) Owing to a shortage of construction materials, the execution of this project has been postponed several times. [REDACTED]
- 25X1 (4) [REDACTED] curve was transmitted previously.
- 25X1 (5) This project is reported for the first time. The rail link would improve the connection to the Templin troop training grounds.
- 25X1 (6) [REDACTED] The reconstruction of the single track line was not included in the 1952 construction plan.
- 25X1 (7) The reconstruction of this single track railroad line, which was dismantled by the Soviets, has been planned for a long time. [REDACTED]
- 25X1 (8) [REDACTED]
- 25X1 (9) The construction plan for the Ziltendorf industrial railroad station was transmitted previously. [REDACTED]
- 25X1 (10) [REDACTED] The completion date of this project had to be postponed several times because of a shortage of rails.
- 25X1 (11) In 1950, the single track Rathenow-Loewenberg railroad line was converted to the status of a main line so that it can be used as an extension of the northern section of the Berlin Outer Freight Ring. With regard to the shortage of rails, it appears improbable that a second track on this line will be built in the near future. The project was not included in the 1952 construction program.
- 25X1 (12) The improvement of these two important marshaling yards was reported previously. [REDACTED]
- (13) Zernsdorf near Koenigswusterhausen is the central ties depot of the Soviet Zone railroads. The depot has an impregnation plant. The stocks of 120,000 ties, reportedly available there, appear to be rather low, as 1,600 ties are required for 1 km of trackage. The stocks would be adequate for 75 km of trackage. The Soviet Zone railroad system has 13,000 km of tracks; the stocks reported would therefore cover only 0.5 percent of the railroad net.
- 25X1 (14) [REDACTED]
- (15) The Max Foundry in Unterwellenborn near Saalfeld is the only installation producing rails in the Soviet Zone of Germany. The quality was substandard and the quantity was inadequate. Wiesenburg is on the Berlin-Magdeburg/Dessau trunk line.

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